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here new and valuable information. The volume contains seventy illustrations and is carefully indexed. It is to be regretted that the author has not included a bibliography, and that more references to sources have not been noted in the text.

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*Transportation in Europe.* By LOGAN G. McPHERSON. With Map. (New York: Henry Holt and Company. 1910. Pp. iv, 285.)

The author has compressed into this volume a discussion of land roads and interior waterways, the development of the railways, railway passenger and freight tariffs, certain phases of governmental control, and the comparative usefulness of inland waterways and railways on the Continent of Europe. The object is frankly stated,—to give a broad outline. The last quarter of the volume comprises a chapter on transportation in England. The phases of governmental control, concerning which salient facts may be found in this volume are: general administration, effect on rates, and financial results. The truth is that Mr. McPherson's immediate object is not the broad problem indicated by his title, but the narrower question of waterways *vs.* railways. His material was gathered under the auspices of the National Waterways Commission, and, as the author candidly states in his preface, "so much travel and research were crowded into a short time that it was not possible, in all cases, to collect material in as full detail as it was desired." The volume must be judged as a presentation of "the salient facts only."

To the economic specialist the salient facts are tolerably familiar. It is to the general reader that the book is addressed, and the interest of the general reader in this country in waterways is confined to the Mississippi river and its possible improvement. To such readers the chapter on transportation in England is superfluous, since "the political and economic conditions in general and the various elements in particular are so different that the problem of interior transportation in England and that in the United States are practically without parallel" (p. 271). Likewise the waterways conditions on the Continent of Europe are for the most part practically without parallel to those in the United States. With regard to conditions on the European waterways which are least open to that objection, the Seine, the

Elbe, and especially the Rhine, the only salient facts set forth are these: (1) nearly 96 per cent of the interior waterways traffic of France is carried on the Seine between Le Havre and Paris, and on certain canals around Paris, especially those carrying coal from the North (p. 20); (2) the Elbe carries 24 per cent; and (3) the Rhine 43 per cent of the interior waterway traffic of Germany (p. 25). Unfortunately, in Mr. McPherson's chapters on waterways, transportation on the natural waterways is regularly confused with that on the inland canals which are of minor importance to the American reader. For an adequate treatment of transportation on the rivers the general reader must seek elsewhere.

Mr. McPherson's treatment of passenger tariffs in Europe is such as might be founded by a hasty traveler in the current Baedekers. His treatment of freight tariffs is more extended. The peculiar traffic conditions in Europe are pointed out, but the author fails to make sufficiently clear the important part played in state railway management by quasi-public commercial, industrial, and agricultural organizations. Conclusions on controversial topics are not accompanied with sufficient evidence to warrant their acceptance by an open-minded reader without the labor of independent verification. For example, on page 207 Mr. McPherson cites the plight of the Swiss state railways as a horrible example for the people of the United States who contemplate government ownership. Mr. Vrooman, on the other hand, in his book elsewhere reviewed in the *Review* (p. 167, footnote), finds that "the Swiss Federal Railway Administration is to be highly commended for its energetic and successful handling of an intensely difficult situation." Now Mr. McPherson may be right and Mr. Vrooman may be wrong, but there is not sufficient evidence in Mr. McPherson's book to prove that such is the case.

Since the European trip of the National Waterways Commission, the status and procedure of the railways of Germany, Austria-Hungary, Belgium, Italy, and France have been set forth in detail in reports published by the British Board of Trade. The reader who desires to pursue the subject is referred by Mr. McPherson to those publications. (*Preface*, p. iv.) If his book will lead readers to search for a more generous diet of thoroughly authenticated economic facts in such sources of information as the British blue-books, it will have fulfilled its mission.

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